



Pappy Noe in 1948(Roaring Roadsters)

T. C. (Pappy) Noe, was born in Ft. Madison Iowa in 1900. His family moved to Gallup, NM when his father got a job with the railroad. He began working on and racing, race cars in 1922. His first tinkering with an engine was a 4 cylinder flathead, in a car capable of going 100 mph. He married Katie Winders in 1924, and made a promise to her that he would not drive a racecar. This promise was kept until 1947 when she told him that his driver wasn't driving the car right, and that she could drive better than that. It turned out to be the opening he needed to get into the racecars he had worked on for year.



1955 Oldsmobile Pickup built by Pappy and son Bob in 1955(JP)

He began driving a racecar in 1947, and was given the nickname Pappy by another driver in Flagstaff, AZ. Most car owners at 47 years of age were in the stands, not behind the wheel. The name stuck with him, and he won his first trophy dash later that year in Artesia, NM, August 14. He returned to Flagstaff two weeks after that and won the trophy dash there as well. He traveled all over the SouthWest, racing in towns such as Flagstaff AZ, Holbrook AZ, Durango CO, Pueblo CO, Artesia NM, Aztec NM, Albuquerque NM, and of course Gallup NM.



Pappy Noe in his # 52(son Bob sitting on tire), Buddy Taylor in #91 in Kansas , Mid-50's. (JP)

He collected many trophies from all of these locations, and traveled to other places as well. In 1955, he was awarded the Season Sportsmanship Trophy by the UMCA in Enid, OK. In 1956, he received the UMCA Season Owner trophy for both Owner and Driver by placing 8th overall in the UMCA. In 1958 he received the SARC ,”Outstanding Car Owner” award. During his career, racing was much different than it is today. A custom ground camshaft for his GMC inline 6 cylinder engine was actually made from a truck axle. The axle was sent to Vic Edelbrock, and a Camshaft was created.



Roy Walker and Pappy. 1960(Byers)

He made many of his own parts, and his son Robert (Bob) did most of the welding on the body, (Bob also flagged races in the Southwest). Pappy had a severe crash in 1948, when he went through a fence and flipped the car when the rear axle hooked a light pole. He sustained a skull fracture, and the broken helmet is still in the trophy case. By 1951 he had collected 31 trophies. His 6 cylinder Sprint car set a track record in Aztec NM, that was held long after his retirement in 1961, when Bob sold his car out from under him. He passed away 30 years after his retirement.



Pueblo 1959. Tom Davey #9, Jack Hahn in #41 and "Pappy" Noe #52

He was a member of: New Mexico Modified Racing Association, Southwestern Auto Racing Club, California Racing Association, Aztec Racing Association, UMCA (United Motor Contest Association), International Motor Contest Association and the Big Car Racing Association. His other notable vehicles would have to include his 1954 Oldsmobile pickup, built by he and Bob in the winter of 1955. The car is still running, owned by his grand-daughter Kathe Noe of Belen, NM. His first streetable roadster was a 1929, powered by a Corvette 327, featuring a manual 4 speed, and a torsion bar equipped rear axle, now owned by his Grand-son Bill Noe of Gallup, NM. His other streetable roadster was not completed before his passing, and is also owned by his Grand-son Bill. (Story and Photos by Bill Noe)



Pappy's Roadster body adapted to the 1941 Miller-Schofield powered Sprint frame in 1948. (Radbruch)



Beautiful Noe Horning Fisher Six, Sprinter. 1960 (Novotny)



Gallup New Mexico racing Legend, "Pappy Noe, Colorado State Fair 1959"



Pappy's Duke City Modified at Gallup N.M. late '50's. (Novotny)